

CITY OF
ISSAQUAH
WASHINGTON

Development Services
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NOTICE OF DECISION

APPLICANT: Richard Rawlings
Polygon Northwest Homes
11624 SE 5th Street, Suite 200
Bellevue, WA 98005

PROPERTY OWNER: Issaquah Highlands Investment, LLC
C/O Polygon Northwest Company
11624 SE 5th Street, Suite 200
Bellevue, WA 98005

PROJECT NAME: **WESTRDIGE NORTH TOWNHOMES - I**

APPLICATION TYPE: Site Development Permit

FILE NO.: **SDP16-00001**

APPROVAL DATE: July 19, 2016

REQUEST: Approval of a 109-unit townhome development consisting of 22 buildings, Local Park and associated street and utility infrastructure.

LOCATION: Issaquah Highlands: north of NE Discovery Drive, west of 9th Ave NE, and south and east of NE High Street.

PARCEL NUMBER: 272406-9209

SUBAREA: Issaquah Highlands

**COMPREHENSIVE
PLAN DESIGNATION:** "Urban Village", by the Issaquah Comprehensive Plan, adopted in 2005 and as amended in 2014.

ZONING: UV – Urban Village


PROJECT PLANNER: Mike Martin, Associate Planner
Development Services Department, (425) 837-3103

I. DECISION

The Urban Village Development Commission (UVDC) reviewed the proposed Site Development Permit for Westridge North Townhomes I, SDP16-00001, during public hearings conducted on June 21, 2016 and July 19, 2016. After reviewing the application, project drawings and technical studies received on March 22, 2016, the Staff Report and Attachments A-E dated June 14, 2016, Briefing Response Memorandum, dated July 13, 2016, and listening to representatives of the Applicant, city staff, and residents of Issaquah, the UVDC approved the Site Development Permit with Conditions as recommended by staff in the Staff Report and Briefing Response Memorandum. Approval of the land use application is based on the Findings of Fact as outlined in the Staff Report, the Briefing Response Memorandum, the project materials listed above, the Conclusions in Part III below and is subject to the conditions contained in Part VI below.



Geoff Walker, Chair
Urban Village Development Commission



Date

This Notice of Decision has been executed this 29th day of July, 2016 by the Chairman of the Development Commission on behalf of and per the direction of the Urban Village Development Commission.

WHEREAS, a public hearing was held on June 21, 2016 and July 19, 2016 to consider a Site Development Permit for a multifamily project consisting of 109 dwelling units in 22 buildings on a 8.55 acre lot,

WHEREAS, the Urban Village Development Commission reviewed the application on June 21, 2016 and July 19, 2016, and has had adequate time to review and reflect upon the Site Development Permit application; and,

WHEREAS, the Urban Village Development Commission is now satisfied that the application has been sufficiently considered, and hereby makes and enters the following:

II. FINDINGS OF FACT

The approval criteria and staff analysis in the Staff Report issued on the 14th of June, 2016 and the Briefing Response Memorandum issued on the 13th of July; and the staff presentations at the Public Hearing June 21, 2016 and July 19, 2016 shall serve as the Findings of Fact.

III. CONCLUSIONS

1. This proposal was reviewed in accordance with the procedures and public noticing requirements set forth in Appendix L (Processing of Land Use and Construction Permits) of the Issaquah Highlands Development Agreement. The Urban Village Development Commission is responsible for reviewing and making the decision for Site Development Permit applications.
2. Specific review and analysis of Issaquah Highlands (formerly known as Grand Ridge) occurred in 1995 with the Grand Ridge Environmental Impact Statement (EIS). When the Issaquah Highlands project was initially reviewed, the original development proposal received a Determination of Significance, and an EIS was prepared for the project (then known as Grand Ridge). A Final EIS was issued September 12, 1995.

The proposed development is within the Project Envelope analyzed in the Grand Ridge EIS. As specified in Appendix I, the existing Grand Ridge Environmental Impact Statement shall be utilized and no further State Environmental Policy Act checklist or threshold determination is required when an application for implementing approval is within the project envelope.

3. The application contains adequate information for the Urban Village Development Commission to render this decision.

IV. APPEALING THIS DECISION

This decision can be appealed. A Closed Record appeal of this decision shall follow the procedures set forth in IMC 18.04.250 (Administrative appeals) of the Land Use Code, and shall be heard by the City Council. Appeals may be filed by the applicant, the City Responsible Official, property owners within three hundred feet of the proposed action, or other persons claiming to be directly harmed by the proposed action within 14 calendar days after the Responsible Official issues the decision and mails it to the applicant. A letter of appeal shall include the reason for the appeal and a \$518.26 filing fee. All appeals shall be filed with the Development Services Department by 5:00 PM on August 12, 2016.

For further information on the appeal procedure or if you have any questions regarding this Notice of Decision, please contact the Project Planner (contact information provided above). Final decisions shall be valid for three (3) years from the Approval Date in the Notice of Decision and can be extended by the Director if all the criteria set forth in IMC 18.04.220.D.1. (a) to (d) are met by the Applicant, or as long as there is an active Construction Permit for the project. Construction projects that have received Final Certificate of Occupancy are no longer considered active.

V. AFFECTED PROPERTIES

Property owners affected by this decision may request a change in valuation for property tax purposes notwithstanding any program of revaluation. Affected property owners may obtain further information regarding revaluation from the King County Assessor's Office, 500 Fourth Ave., #ADM-AS-0708, Seattle, WA. 98104, (206) 296-7300.

VI. CONDITIONS OF APPROVAL

1. Prior to (Temporary) Certificate of Occupancy for any building, pedestrian and vehicular routes serving that building or its portion of the site shall have access easements granted to the City allowing the public to use these routes.
2. In the event the project is phased, the Responsible Official has the right to apply additional conditions with Building or Utility Permits to ensure each phase complies with the Development Agreement, such as but not limited to access, fire circulation, parking, and landscaping requirements including site stabilization. Interim landscape shall discourage invasive plants from sprouting and establishing. Routine maintenance of these areas will look for and remove invasive plants.
3. Short Plat file number SP16-00001 must be formally approved by the Development Services Department and the drawings must be recorded with King County. Construction permits shall not be issued prior to approval, recording and conclusion of the appeal period of the Short Plat. Additionally, no construction permits shall be issued until all access and construction easements necessary on adjacent properties are recorded with King County.
4. Unless expressly identified, approval of this SDP application does not modify any City or Issaquah Highlands Development Agreement standards which are in conflict with elements of the SDP plan or application. Modification of the standards or guidelines requires an explicit approval in the Notice of Decision for this application or a separate Modification as allowed under Appendix M of the Development Agreement.
5. Any inconsistencies, conflicts, or incomplete information, other than those addressed directly by this Decision shall be resolved by the Responsible Official, utilizing the Staff Report, and in consultation with the applicant, at the time of the future application (e.g. Building, Utility, Sign Permits).
6. All dry and wet utility vaults, cabinets, switchgear, pull boxes, meters, equipment, and appurtenances are assumed to be shown on the SDP submittal. Anything not shown on the SDP submittal (location, relative height, presence above ground) is assumed to be located within the structure. Any revisions or additions to what the SDP has shown and approved outside of the structure requires a modification to the SDP, except fire

hydrants. Above grade transformers shall be located adjacent to alleys and shall not be located near trails or sidewalks.

7. Per the Fourth Amendment to the Issaquah Highlands Development Agreement, the Master Developer (Port Blakely Communities) shall require builders to build to Built Green 4 Star/Energy Star standard in place at the time of the agreement. This will be reviewed with Building Permit.
8. All buildings must have their main entry from a street or internal sidewalk.
9. Designated pedestrian paths and trails which cross vehicular routes, drives, access routes, etc... shall be designed to draw the driver's attention to the possible presence of pedestrians. This condition would be met, for example, through the use of pedestrian tables, changes in material (e.g. concrete, pavers; not solely paint or striping), etc... Emergency vehicle routes shall not use raised crosswalks. This will be reviewed with Utility Permits.
10. Design the play area as an integral part of the overall primary open space, while incorporating varied opportunities for children's play.
11. The pedestrian network should be visually indicative of where routes lead by providing: termini that assist in orientation, nodes and design features that distinguish routes, and the ability for pedestrians to see destinations as a point of reference. WAYFINDING?
12. While the City concurs that a uniform stormwater discharge rate is appropriate for this permit, the "Thirsty Duck" device listed in the TIR for controlling flows is not yet approved for general use by the City. If the device is not ultimately approved for use, the stormwater flows must be controlled by an automatic valve that meets City standards and is configured for fail-safe operation. This condition will be enforced during Utility Permit review.
13. The Point of Connection for this stormwater system shall be the Regional Stormwater Discharge pipe near the Flow Splitter. Prior to the approval of the first Utility Permit, the applicant must perform a downstream capacity analysis to verify that the piping between the stormwater point of connection and this project has sufficient excess capacity for this proposal. It should be noted that the analysis will include proposed piping that is "off-site" (beyond the limits of this permit) but upstream of the flow splitter (the point of connection). Prior to approval of the first Utility Permit the applicant must demonstrate that the downstream stormwater system has sufficient excess capacity for this proposal and demonstrate that the piping necessary to support those flows is either in-place and operational or can be constructed in conjunction with the Utility Permit (including property rights and access for maintenance and operation). This condition will be enforced during Utility Permit review.
14. If the detention and treatment vault shown on the plans must be enlarged, it must be enlarged in the vertical plane (presumably by getting deeper) and the horizontal extent of

SDP16-00001 Westridge North Townhomes I

the facility must not be enlarged; or use other methods that do not impact, displace, or significantly alter the proposed character of the plat. This will be reviewed with Utility Permit.

15. All construction must comply with the City's currently adopted TESC requirements.. This will be enforced with Utility Permits.
16. Any LID facilities or landscape areas must have overflow connections to the stormwater system to prevent downstream breakout and erosion and create a public nuisance. This condition will be enforced during Utility Permit or Building Permit review.
17. At the time of submittal for a Utility Permit for landscaping, the Applicant shall submit a landscape maintenance plan consistent with the requirements of Appendix D and Issaquah Highlands best management practices. All landscape maintenance shall comply with these maintenance requirements.
18. All existing water mains within public rights of way must remain in-service during construction. This condition will be enforced during Utility Permit review.
19. In order to meet maximum velocity requirements all on-site water mains must be 12" minimum size. This condition will be enforced during Utility Permit review.
20. Prior to the approval of the first Utility Permit, the applicant must perform a downstream capacity analysis to verify that the sewer point of connection has sufficient excess capacity for this proposal. The analysis shall include all vested flows and an appropriate peaking factor and must show that no manhole surcharges are present at peak discharges. This condition will be enforced during Utility Permit review.
21. On the face of each Utility Permit and Building Permit plan set, the applicant must include the following; the total building square footage included in that application, the number of fixture units, the Average Dry Weather Flow (ADWF) and the Peak Wet Weather Flow (PWWF) associated with the improvements in that application. The information must be in tabular format. This condition will be enforced at Building Permit and Utility Permit.
22. All water mains must be located in public rights of way or within utility easements that provide a minimum of 15' of unobstructed width for access and maintenance. This condition will be enforced during Utility Permit review and approval.
23. All public sewer mains must include all-weather access for the City's Vector Truck. The truck must be able to approach and stage within 6' of the edge of any manhole. This condition will be enforced during Utility Permit review and approval.
24. The curb-returns that represent the extensions of Road B and Road C to the north will not be constructed until those properties to the north have been processed through a suitable land use permit. Ellis Drive must be constructed without curb returns in those

locations (unless the appropriate land use actions have been completed which ensure those extensions will be used) and the curbline must be continuous through the site. The northern Right of Way of Ellis Drive must be coincident with the northern property line so that the extensions can be completed by others in the future (if appropriate).

25. The southern Right of Way of Road D must be coincident with the southern property line so that Road B and Road C can be extended in the future (by others) if appropriate. These extensions will be reviewed and enabled by other, future, land use permits and are not a requirement of this land use action.
26. Prior to approval of Utility Permits, Roads C and D and the extension of 7th Avenue NE must either be located entirely within the boundaries of this land use action or the applicant must furnish an easement or other instrument which allows the roadway to be accepted as unencumbered right of way following roadway completion and acceptance.
27. Prior to Utility Permit approval the applicant must develop a suitable lane transition plan that accommodates the intersection of Ellis Drive with 9th Ave NE, safely transitions to a two-lane Sub Collector 1 standard and preserves the available traffic capacity in the Couplet on Highlands Drive and 9th Ave NE.
28. The section of NE Ellis Drive between Road B and NE High Street shall be evaluated at the time of Utility Permit to determine if on-street parking is appropriate based upon the final intersection configuration and road grade.
29. Prior to the approval of Utility Permits the applicant must deliver to the City an easement or other legal instrument which allows the roadway crossing Lot B to be constructed, converted to right of way and owned, operated and maintained by the City as conventional right of way.
30. Prior to the approval of Utility Permits the intersection of NE High Street and NE Ellis Drive will be modified so that there is an obvious through-route (with right of way priority) and an obvious side-route. This may be accomplished by modifying the geometry to resemble a conventional "Tee" type intersection, or by other creative means to prevent driver confusion over which lane has right of way. This condition may not be met by signage.
31. The Character Streets (Roads G and I) shall be designed using vertical elements (e.g., planter, bollards, street lights, etc., but not curbs as shown) and changes in the paving material (color and/or texture) to define the pedestrian and vehicle zones. Concrete or other non-asphalt paving materials must be used. The Character Streets will be evaluated at the time of Utility Permit review to determine if street cuts or driveway cuts shall be used.
32. Alleys shall be designed as Fire Service Alleys with a 12 ft. asphalt section and 3 ft. concrete shiners on each side. Driveway cuts which accommodate emergency vehicle access shall be utilized where the alleys intersect with streets.

33. Except in parallel parking bays, no parking is allowed in the alleys. "No Parking – Fire Lane" signage shall be installed prior to the issuance of Building Permits to ensure that emergency access is maintained during construction.
34. Generally trees will be installed 30 ft on center, paired with the tree across the street. Tree types will use the Master Street Tree Plan or if no tree is shown, continue or amend the Plan to identify the appropriate tree. Street trees shall be paired and closely follow the spacing and alignment used on the opposite side of the street. Street trees may only be removed due to entry drives and not commercial for signage. Where street trees are planted in tree wells with grates, the tree well must be a minimum of 24 square feet in area. With the City's prior approval, trees may be limbed and trimmed to improve signage visibility; or, relocated, with the Responsible Official's approval, along the frontage to create visibility vistas as long as tree health is not compromised.
35. Any tree located within 4 ft. of a public street, curb, sidewalk, or similar publicly-owned and maintained paving must have at least 10 lineal feet of root barrier placed adjacent to the pavement.
36. With the submittal of Utility and/or Building permits, the Applicant must: maintain emergency access routes throughout the project site provide a plan for construction parking and staging that maintains existing pedestrian and vehicular routes; include a note on all Utility Plans that requires the applicant to plan for and attend periodic meetings (generally weekly) with City staff to ensure that construction related impacts to the public (traffic, road closures, dust, noise, etc) are minimized and mitigated. The note must include provisions that require the contractor to respond to the City's request for action in matters regarding safety and public nuisance.
37. Consider providing parking spaces for motorcycles, electrical vehicles, etc.... If provided, these spaces shall be specifically designated.
38. Residential driveways must be less than 8 ft. in depth or more than 18 ft. in depth and shall be constructed of a material that creates a visual differentiation between the alley shiner and the driveway surface.
39. The number, type, and location of ADA compliant parking spaces is not approved by this permit and shall be reviewed by the Building department during the Building Permit review. The applicant should meet with the Building Official prior to the submittal of any construction permits to confirm the number and distribution of ADA parking stalls.
40. The proposed land uses currently generate the need for 37 bike parking spaces; the number of required bike parking spaces may be modified based on the final parking count. Most of the bike parking will be located within individual garages, but some bike racks should be provided throughout the site. The bike racks should be positioned to not block sidewalk, walkways, entrances, etc... as well as to function when full of bicycles; the racks should likewise be accessible when adjacent activities, such as parking are

occurring. Final bike rack locations must be shown on Building or Utility (e.g. landscape) Permit.

41. To accommodate architectural features consistent with the goals and guidelines, where there are leftover landscape areas between the ends of the buildings and the adjacent sidewalk or trail, appropriate building elements (such as additional rooms, covered terraces, or similar covered space) shall be employed so that the building extends toward, and engages with, the trail or sidewalk.
42. The end units of any buildings which face a streets or trails shall be designed with features that provide differentiation such as varied types of colors materials and architectural embellishments such as windows, shutters, porches, private courtyards, patios, etc. This condition applies to the end units (both ends) of Buildings 1-4 and the street or trail facing units for all remaining buildings (Buildings 5-22).
43. All building facades shall be designed with detail and interest. Blank walls shall be avoided, especially at the pedestrian's level; if necessary, articulation or other features will be provided. Appropriate articulation and features could include doors, windows, building articulation, and/or other architectural features to create an interesting and varied environment.
44. Consider providing seatwalls near the ends of the perimeter buildings (where buildings are not close to sidewalks).
45. Locate the mail kiosk(s) so the high activity functions are gathered in central areas. The location(s) should be in proximity to roads for USPS mail carriers and a dedicated parking space shall be provided to facilitate deliveries. The dedicated parking stall may be time restricted so that is available for the USPS during their delivery hours and available to the public during non-delivery hours.
46. This permit does not approve the proposed landscape as it is too conceptual. Additional and detailed review will occur concurrently and jointly by DSD and ARC. Plants should be selected and spaced based upon their mature size. To facilitate review, plants will be shown on landscape plans at 85 percent maturity.
47. Trees shall be appropriately scaled for the location in which they will be located and the mature size of the tree. Appropriate solar exposure for adjacent uses and views along Feature Pedestrian Way shall also be taken into consideration.
48. Landscape for use along streets and alleys shall be located or height restricted to ensure it will not interfere with emergency services or waste collection trucks.
49. Where residential driveways are in direct view of an adjacent sidewalk, their presence shall be minimized providing a landscaped hedge or wall. If plantings are used to meet this condition, they must be planted so that they achieve the desired obscurity of the driveway at the time of planting. This will be verified during the Landscape Permit

review and through a visual inspection by the Development Services Department to ensure that plantings are of a mature size at the time of planting.

50. A lighting plan shall be proposed which maintains lighting at the minimum necessary for safety and function, and balances the goal of minimizing night glow and off-site lamp visibility with pedestrian scale lighting and the urban design potential of lighting and light fixtures. Cut off fixtures will be used and lighting shall be located in areas where drivers and pedestrians are likely to be. The lighting plan shall comprehensively address building, street, drives, open space, parking lot, trails, and landscape lighting so that lighting impacts are not compounded in portions of the site by overlapping illumination patterns. To facilitate review of the lighting, a photometric calculation, stamped by a professional engineer, showing illumination levels on the pavement shall be submitted with the permit for construction of lighting. A point-by-point calculation is required. The illumination calculation shall include all fixtures that contribute light to the site (poles, bollards, building mounted lighting). Low wattage decorative fixtures such as sconces or porch lights can be excluded from the calculation. No up-lighting is allowed. All exterior lighting is subject to the specific approval of the Responsible Official.
51. Design and placement of the above ground facilities, such as buildings, walkways, significant plant materials, etc... shall take priority over the convenient location of utilities, unless this would significantly compromise the function of the utilities. On all subsequent permits, utilities and their necessary easements shall be shown.
52. Neighborhood Trails shall be a minimum of 6 feet in width and shall be constructed with concrete.
53. An application for an Administrative Site Development Permit must be submitted and the permit approved by the Development Services Department and the Issaquah Highlands Community Association prior to construction of any elements of the Local Park.